



Service Bulletin

PRELIMINARY INFORMATION

Subject: Uneven Front Brake Pad Wear

Models: 2015-2016 Cadillac Escalade Models

2014-2016 Chevrolet Silverado 1500

2015-2016 Chevrolet Suburban, Tahoe

2014-2016 GMC Sierra 1500

2015-2016 GMC Yukon Models

Does NOT apply to Police Pursuit Tahoe (RPO 9C1) and/or NOT intended to cover situations of common or average disc brake wear.

This PI was superseded to update Models, Condition and Recommendation sections. Please discard PIT5377B.

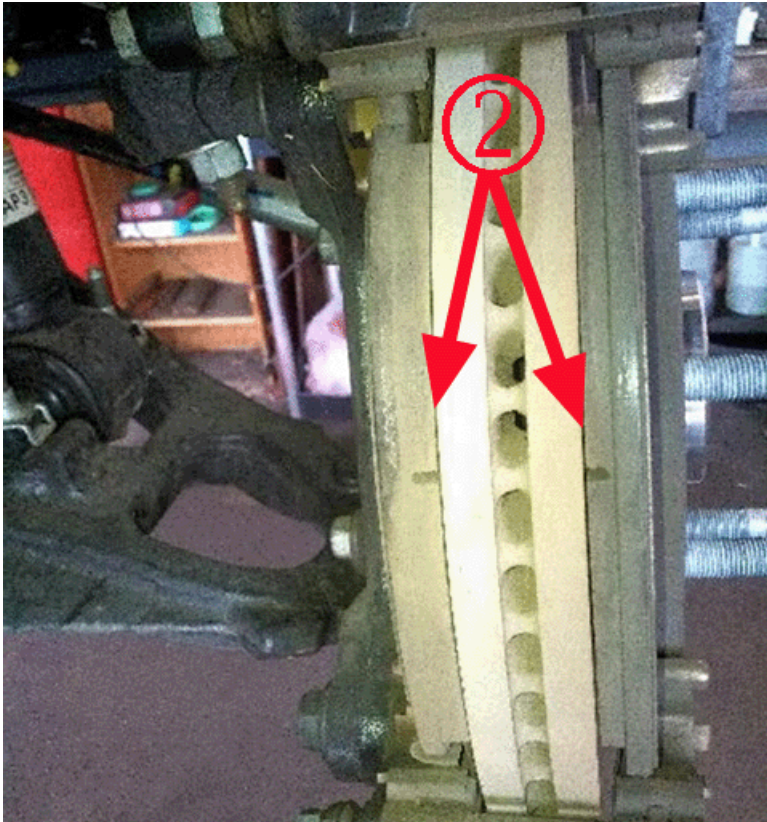
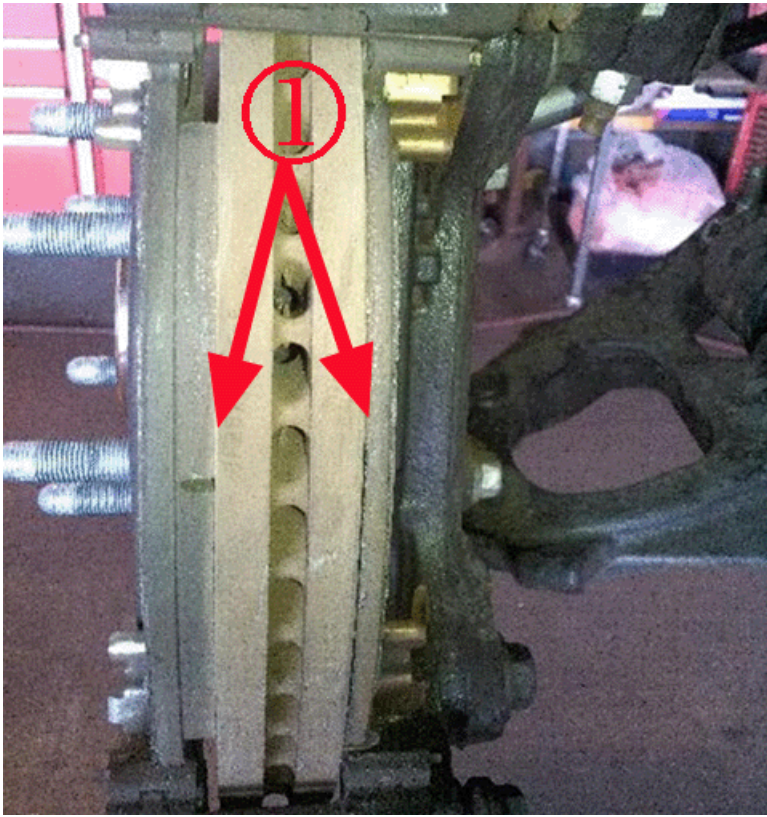
The following diagnosis might be helpful if the vehicle exhibits the symptom(s) described in this PI.

Condition/Concern

During a brake inspection, some complaints of uneven front brake pad wear have been reported. The vehicle may have low mileage, typically around 10K miles. The inner pad on either the front left or right side may be worn out. It is considered uneven pad wear if one of the following is true:

- Inboard to outboard brake pad wear difference of 3mm or greater for 'normal' highway driving (no heavy loads, without trailer towing, without frequent elevation changes)
- Inboard to outboard brake pad wear difference of 6mm or greater for the following driving conditions: heavy city driving, frequent elevation changes, frequent trailer towing, heavy loads.
- Left to right inboard to inboard or left to right outboard to outboard brake pad wear difference of 3mm or greater for either driving condition.

Shown below is an example from one vehicle with uneven wear. Photo 1 is of the left front brake pads where the inner pad is worn completely out, while the outer pad still has plenty of pad life. Photo 2 is from the same vehicle, but of the right front inner and outer brake pads, which both have plenty of pad material left.



Recommendation/Instructions

Inspect and measure the brake pads thickness. Determine the type of driving the owner does and compare the measurements to the information listed above (3mm or 6mm).

Note: The disc brake pads should only be replaced if the friction surface is worn to within 2.0 mm (0.079 in) of the mounting plates, per the Brake Pad Inspection procedure in SI.

If the pads are within specification, disregard this bulletin and perform a normal brake repair.

If the pads are out of specification, perform normal SI diagnostics to determine the cause of the concern (caliper piston binding, binding pads or guide pins in bracket, brake hose restriction, etc).

Remember the following when servicing/inspecting the front brake systems:

- DO NOT use any air tools to remove or install the brake caliper bolts. Use hand tools ONLY.
- Install an open end wrench to hold the caliper guide pin in line with the brake caliper while removing or installing the brake caliper bolt. DO NOT allow the open end wrench to come in contact with the brake caliper.
- When compressing the caliper pistons, use large C-clamps over the top of the caliper housing and against the back of the outboard pad. Slowly tighten the C-clamps until the pistons are pushed completely into the caliper bores. Using this method will help determine if there is anything binding.

After completing normal diagnostics, if a root cause for the uneven pad wear is not found, contact GM Technical Assistance for additional information.

Perform this step after consulting with GM Technical Assistance. After repairs and pad burnishing have been completed, test drive the vehicle for 20-30 miles. The test drive needs to be performed on an open road at cruising speeds (55 mph+) where very little braking is actually performed. Immediately after returning from the test drive, lift the truck up on a hoist and spin both front wheels by hand, checking for a wheel that is hard to spin. If a wheel is hard to spin, it may be an indication of a brake drag. While the condition is present, perform normal SI diagnostics to determine the cause of the drag (caliper piston binding, binding pads or pins in the bracket, brake hose restriction, etc). Repair if necessary and re-evaluate the concern.

Warranty Information

The correction for this concern may be one of several repairs described above. For vehicles repaired under warranty, please use the appropriate warranty labor operation based on the original cause in addition to well documented straight time, if necessary.

Please follow this diagnostic or repair process thoroughly and complete each step. If the condition exhibited is resolved without completing every step, the remaining steps do not need to be performed.

GM bulletins are intended for use by professional technicians, NOT a "do-it-yourselfer". They are written to inform these technicians of conditions that may occur on some vehicles, or to provide information that could assist in the proper service of a vehicle. Properly trained technicians have the equipment, tools, safety instructions, and know-how to do a job properly and safely. If a condition is described, DO NOT assume that the bulletin applies to your vehicle, or that your vehicle will have that condition. See your GM dealer for information on whether your vehicle may benefit from the information.



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